

CONFIDENTIAL 25X1

CLASSIFICATION ~~SECRET~~

REPORT NO.

25X1A

COUNTRY ~~Germany (Soviet Zone)~~TOPIC ~~Oranienburg Airfield~~EVALUATION ~~25X1X~~

PLACE OBTAINED

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DATE OF CONTENT ~~20 October 1950~~

DATE OBTAINED

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DATE PREPARED ~~17 November 1950~~

REFERENCES

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PAGES ~~2~~ ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

1. Between 12:30 and 10:30 p.m. on 20 October 1950 seven jet fighters with swept-back wings were parked in front of the hangars at the Oranienburg (N 53/2 67) airfield. Four planes of the same type were on the southern edge of the field. * The four jet fighters made practice flights between 3:50 and 5:10 p.m., when the weather was good and the sky was partly cloudy. The planes took off in elements of two at an interval of one and a half aircraft lengths. They climbed at an angle of 30 to 40 degrees, and vanished after 15 seconds. Ten minutes later the aircraft approached the field at a very low level and again zoomed in the same way over the middle of the field. The planes landed after 20 minutes and the other two planes took off. A single-engine high-wing monoplane coming from the east landed at the field at 4:35 p.m. There was no activity at the field after nightfall.

2. Four searchlights, about 75 meters apart and pointing to the north, were arranged north of the road in the extension of the runway and about 400 meters west of the main gate on Thaelmannstrasse. ** Two other searchlights were arranged in the same way south of the road. *** The searchlights, about 60 cm in diameter and with red panes, were fitted on poles 2 1/2 meters high. The southern edge of the field was also marked by landing lights, the exact arrangement of which could not be seen as the section was blocked during flying activity. A boundary light which was on the ruins in the southwestern section of the field was switched on at night. Additional boundary lights in the northeastern section of the field were not clearly visible. Two wooden houses occupied by sentries were at the intersection of Thaelmannstrasse and the row of searchlights.
3. A radio truck parked under a wooden roof, and a mast about 6 meters high were just beside the railroad line, not far from the first searchlight. *** Another radio station was on the northwestern edge outside the field. It consisted of four masts about 8 meters high and arranged in a square of about 6 meters. A gray-green tent was in the middle of the square, and a rod about 2 meters long was on the roof. The masts, which did not seem to be extendible, were interconnected and braced.

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Declassification Rec. 2
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* ~~SECRET~~ Comment. The information confirms the occupation of the airfield by jet aircraft. One fighter regiment is believed to be stationed in Cranienburg. ~~CONFIDENTIAL~~

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** ~~SECRET~~ Comment. The estimated distance is erroneous. According to an ordnance-survey map the distance between the road and the railroad line is about 550 meters. Since the first searchlight is just beside the radio station, at the railroad line, the minimum distance would be about 130 meters. This agrees with the distance estimated in Grossenhain. ~~CONFIDENTIAL~~

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*** ~~SECRET~~ Comment. This is probably the same flight security installation as was previously seen at the Grossenhain airfield. ~~CONFIDENTIAL~~
There are seven searchlights about 125 meters apart and in the extension of the runway. A radio station with a mast about 8 meters high is near the last searchlight. There is probably another radio station in the extension of the runway and about 3 km from the first station. Similar installations probably exist at the airfields of Binow, Alt-Loennowitz, and Laerz.

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